[*Note.*—**An asterisk* at the commencement of a speech indicates revision by the Member**].

II. CALLING ATTENTION TO INCREASE IN FARES IN THE STATE TRANSPORT BUSES.

திரு. இரா. நெடுஞ்செழியன் : கனம் அவைத் தலைவர் அவர்களே அரசாங்கப் பஸ் போக்குவரத்தில் கட்டணங்கள் உயர்த்தப்பட்டதனால் பயணம் செய்யும் பொதுமக்கள் அடையும் இன்னல் பற்றிய அவசரப் பொது முக்கியத்துவம் வாய்ந்த விஷயத்தை நான் கனம் தொழில் அமைச்சர் அவர்களின் கவனத்திற்குக் கொண்டுவருகிறேன்.

* THE HON. SRI R. VENKATARAMAN : I wish to make the following statement. The cost of operation of buses has been steadily increasing since the Madras State Transport Department was formed in 1947-48. There has been a steady decrease in the net earnings per mile especially from 1960-61 despite the increased earnings per mile. The grant of benefits to workers, increases in cost of fuel, spare parts, etc., have contributed to the decrease in net earnings per mile. Passenger fares had also remained unchanged.

When in 1959 the cost of operation went up, it was pointed out that there were only three ways in which these increases could be met. The three methods were (1) increase in fares; (2) reduction in the cost of operation, and (3) increase in the operational efficiency. The increase in cost of operation has continued in the intervening five years and we have been able to manage this only because of the continued improvement in the operational efficiency. The cost of operation is made up of 65 per cent of fixed costs and 35 per cent of variable costs. The variable costs are largely made up of wages of various members of staff and price of diesel oil. etc., and it is not possible to effect any economy in these items. The cost of operations has not gone up on account of the overhead charges because the overheads have been kept more or less at the same level. As far as office staff are concerned, since 1956–57 there has been no substantial addition. Although the total fleet has gone up, the Department has been carrying on with the same old scale of staff. So far as traffic and technical staff are concerned only essential minimum staff absolutely necessary to cope up with the additional fleet strength has been added. At the same time efforts were made to improve operational efficiency without much increase in the staff. There was, therefore, little scope for further economy. The rates of fares for the city and mofussil services had been almost the same from 1947 except for mere conversion when decimal coinage was introduced in 1957. With the increasing cost of operation and without any increase in the fares for 16 years, the net profits of the undertaking are bound to go down as indicated in statement II in the Review on Nationalised Transport in the Madras State, 1963-64 which was placed on the Table of the House during the Budget session. The Government, therefore, considered the question of revision of fares and the fare

structure has been revised with effect from 1st April 1964. If the fares had not been revised, the loss sustained by the Department would have to be met from the general revenues of the State; that is, not only the persons using the buses but also those who do not use them would have had to share the burden. However, representations have been made to Government that the fare structure and fixing of stages may be reviewed in order to mitigate the hardship caused by the new fare stages. A delegation headed by the Mayor of Madras met the Minister for Industries with a similar representation. The delegation has been requested to meet the Minister for Industries with specific instances where fixing of the present stages has caused undue hardship and also with suggestions how they consider that these stages can be revised on a more rational basis.

III. GOVERNMENT BILLS.

MR. SPEAKER : We will now take up Government Bills.

SRI K. A. MATHIALAGAN : Sir, I rise on a point of clarification regarding the programme of the House. *கனம் சபாநாயகர் அவர்களே, நேற்றைய தினம் நம்முடைய துணை சபாநாயகர் அவர்கள் அறிவித்த நிகழ்ச்சிநிரல்படி, 13 அல்லது 14 மசோதாக்கள் இந்த மன்றத்தின் முன்பு வர இருக்கின்றன. இந்த மன்றத்தின் நடவடிக்கையும் 27-ம் தேதியிலிருந்து 28-ம் தேதி வரையில் நீடிக்கப்பட்டிருக்கிறது. அதே நோக்கில் ஒரு முக்கியமான மசோதா இந்த மன்றத்தில் இடம் பெறவில்லை.*

" According to Article 210 (1) of the Constitution, notwithstanding anything in Part XVII, but subject to the provisions of Article 348, business in the Legislature of a State shall be transacted in the official language or languages of the State or in Hindi or in English and according to Article 210 (2) unless the Legislature of the State by law otherwise provides, this article shall, after the expiration of a period of fifteen years from the commencement of this Constitution, have effect as if the words ' or in English ' were omitted therefrom . . . . '' *அதன்படி 1965-ம் ஆண்டு ஜனவரி மாதம் 26-ம் தேதியிலிருந்து ஆங்கிலத்தில் தொடர்ந்து நடவடிக்கை நடத்தவேண்டுமானல், இந்த மாதிரி ஒரு மசோதா கொண்டு வரவேண்டிய அவசியம் இருக்கிறது. இந்தத் தொடரில் ஏறத்தாழ 20 மசோதாக்கள் வரும்பொழுது . . . .*

MR. SPEAKER : What is the hon. Member's clarification?

SRI K. A. MATHIALAGAN : My clarification is . . . .

MR. SPEAKER : Nothing concerning the Bills is now before the House.

SRI K. A. MATHIALAGAN : It is about the anxiety of the public.

MR. SPEAKER : I don't allow it.